The Evening World Daily Magazine

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Where Can I Live?

A Question That All the World Is Asking

The Problem in England

First of a Series of Articles.

During the War England Built Whole Communities of Houses, Yet Now There Is a Shortage of 1,500,000—But England Has a Plan, Which This Article Explains, for Aiding Building and Foiling Profiteering Speculators.

Written Especially for The Evening World

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THE UNITED STATES has discovered a new disease. It is known as the housing problem. But the malady is as old as man. There have always been housing problems. There always will be—of a kind. But the present one is serious. How did it happen? Why are there not enough houses? Why are there so many slums?

The large nation that has had the most experience is England. That is where the present kind of housing problem was born. It began to take shape when men and women stopped running hand-looms at home and went into factories. It came in with the steam engine, the loom and the spinning jenny. Factories grew larger and larger. Towns expanded as by magic. The worker was forgotten. The building of houses was left to speculation. The Black Country began to eat up the fields and hedgerows. Smoke, soot, dirt, narrow streets, filthy back yards began to produce slums, starvation, disease, tuberculosis, a high rate of child mortality—a degenerate race, in fact.

And then England awoke, and for the last fifty years she has been grappling with the housing problem. She has tried every kind of scheme. Her cities and towns have built municipal tenements. Philanthropists and manufacturers have built garden cities. But it remained for the war to show England what the housing problem really meant to her. Then she came face to face with the fact that you cannot get the maximum production from men unless you give them the maximum amount of comfort at home. Her munitions larder was empty. She had to achieve a scale of production the like of which the world never saw before. Her old factories were enlarged, doubled, tripled, quadrupled. New plants sprang up all over the land—and then all of a sudden, somebody discovered that there was nowhere for the workmen to live. Production fell off. The men would not stay on their jobs. And Germany was hammering with sledge-hammer blows just across the Channel.

Then England went to work. She spent millions in building houses. She built whole communities, some of them large enough for 30,000 people. She built houses, stores, churches, schools, laundries, moving picture theatres—in fact everything that was needed to make the towns pleasant, happy, satisfying. The result was an output of munitions such as would feed thousands of cannon, millions of rifles, the greatest navy in the world, and still leave sufficient for the gas, the aeroplane, the mines, the submarine chasers, and all the vast equipment of which the average citizen has not the faintest idea. It was the greatest war production ever attained. Yet it is absolutely true that it could not have been done if England had not built comfortable houses for her workers.

PLANS TO SUBSIDIZE BUILDING OF SMALL HOUSES.

But now the war is over, what then? The housing shortage in England is estimated to be about 1,500,000 houses. How is England going to take care of it? She is preparing to pass a law by which the nation will subsidize the building of small houses. That is, she will pay part of the cost out of the national treasury. In other words, it is believed that there will be a huge loss on building good houses, and England is determined that the speculators shall not take advantage of the situation by building cheap hovels that turn into slums before they are built. She knows that good houses must be built. Nothing else will do. Therefore she is prepared to pay the difference in price, if any difference there be, between the cost of good houses built now and their value in five or seven years. She will not pay all the cost. She will compel those towns needing houses to bear a proportion of it and their share is determined by a tax levy of one penny in the pound. That is to say, for each five dollars (approximately) that a town collects in taxes, two cents has to go toward helping to pay for the housing development in that town and which will be carried out as a municipal undertaking just as though the town were building a water-works. The towns are not even left to decide whether they will build houses or not; the law says that in cases where a town fails to carry out a housing scheme necessary to house its workers properly, the State may step in, build the proper houses and charge the cost back against the town. England is determined to have her workers decently housed.

But can she do it? The question depends upon many factors, but chiefly upon whether or no she can buy land at a reasonable rate. During the war a law was passed permitting her to take all the land she wanted for housing at the pre-war value, but now that the war is over, that law is obsolete, and the owners of England, realizing the vast acreage needed for these housing schemes, have sent the price of land soaring to the skies. Unless England can pass a land acquisition act permitting the Government to take land at a fair valuation, she cannot begin to carry out the housing schemes that are needed.

For it is the land problem that determines the housing problem. All of England's methods—the municipal tenement, the garden city, the co-partnership form of community ownership—have brought her to see that there is no solution for her housing problem unless she can solve the land problem. During the war, in London, for example, where the slums and congestion are quite as bad as in New York City, the authorities condemned many acres of slums, cleared them away, and erected on the site modern apartments, owned by the city, at low rentals. How did the London County Council keep the rentals down? By charging the cost of the land against the taxpayers in the more prosperous areas of London and basing the rentals for the modern apartments on the cost of the buildings only. In other words, London made the more prosperous people buy the land and give it to the city. Thus there was no interest to be charged on the land cost of those modern apartments. All that had to be charged as rental was an amount necessary to cover repairs, insurance and vacancies. There may be a small profit in the venture for the city, but there is a low rental in it for the workers who live there. It is a poor way to solve the problem, because it makes some people dependent upon others, but there was no other solution in this instance.

MAY BE SOLUTION NEW YORK WILL ADOPT.

It is a solution that New York City may be forced to adopt. Other European cities have been driven to it, and when land rises to a price where even the most skimpy tenements cannot be made to pay, then the land value has to be extinguished by somebody.

Industrialism in England, combined with the system of holding large areas of land out of use, while at the same time forcing a congestion which made land pay the biggest returns that could be squeezed out of it, have brought their train of ruin almost to the point of disaster. The Government is preparing to remedy the evil by granting aid from the National Treasury.

Thus England, the first nation to develop industry on a great scale, has found that good houses and homes are the backbone of her whole industrial machine. That she cannot leave the building of houses to chance or to speculators. That she cannot permanently cure the housing conditions of the past unless she can find a way of so dealing with land that its price shall not go up every time she wished to carry out a housing improvement. That slums, disease, infant mortality, drunkenness and crime are very largely chargeable to her neglect of the houses of her people in the past. That, as Lloyd George said, you cannot "build an A1 nation with a C3 population." And you must build an A1 nation after this, or else go to the wall.

What are we to think of a country that after having indulged in free food and free clothing now has to adopt the principle of free shelter? It is a bad condition, and yet the United States is on the same road. It is time to turn back, is it not, while there is still time?

How is the housing problem in New York City to be solved? Before answering the question, let us take a look at one or two other countries. London has a house shortage and a rent profiteering just as bad as New York City. So has Paris, and in the next article we will see what Paris proposes to do. There are many solutions that have been tried. It is better to look at them all before deciding which will work best in New York City. Some of them may not work at all. One may, and one is enough, if it is the right one.

Have You a "Camouflage" Bathing Suit?

IT'S THE SUMMER'S NEWEST FAD

Ignorant Essays

DELICATESSEN

By J. P. McEvoy

DELICATESSENS contain thousands of things, including beans, pickles, dyspepsia and indigestion. Delicatessens have made it possible for wives to gallivant around all afternoon and rush home, a few minutes before Mealticket gets in, with enough beans, potato salad and pickles to make the evening meal. These are arranged faithfully on the dining room table for the Main Provider when he sags in from the clanging mart, and the poor boob is not supposed to be able to distinguish between mayhem and a meal. However, a few months later he shows his distinguisher is working all right when he staggers downtown and invests his savings in a brand new separation, paying alimony at 50 per cent.

Every industry must do its share to keep us prepared for hostile invasion, so it behooves us to recognize the vast possibilities of the delicatessen for both offensive and defensive warfare. Take, say, the defensive phase of it.

Suppose a foreign army should invade our country. All that we would have to do would be to print detailed maps showing the locations of the delicatessens, with minute instructions for getting there, and requisitions on them for as much stuff as the invading soldiers could eat. These would be attached to little gas balloons and floated over the invading army. When they got directly overhead we would have snipers shoot them, so the balloons would be punctured and the map and instructions and requisitions would be showered on the heads of the enemy. They would then take the nearest route to the delicatessens and eat themselves to death.

A few hours later we would commandeer enough automobiles to gather up all the dead invaders and take them back to the docks. All it would cost us to conquer a foreign foe in this way would be what they ate in the delicatessens, and I for one will give my share gladly to any foe who wants to come and help himself.

The delicatessen has its etymological side too. Take delicatessen—you can take all of them if you want to—and you will note that it is composed of two words: Delicate, meaning dainty, and Essen, a city in Germany where armor plate and deadly weapons are manufactured. In other words, the products of the delicatessens are "delicate, deadly weapons."

The King of Dahomey Calls His Cabinet in Session

HOW WOULD YOU LIKE TO BE A CABINET OFFICER IN FAR OFF DAHOMEY, AFRICA? THIS PHOTO SHOWS THE CABINET CALLED INTO SESSION BEFORE THE KING. ALL LAY AT HIS FEET AS A SIGN OF SUBMISSION TO HIS POWER.

SATURDAY, MAY 31, 1919

Future Wars Will Be Fought With Manless Bombing Planes

SAYS RESEARCH ENGINEER TITTERINGTON

Could Blow Up Whole Cities; Guided by Automatic Control

Huge Aerial Torpedoes, With No Pilot Aboard, Will Be Sent to Spot Marked for Destruction, Carry Explosive Charge Capable of Terrific Destruction, and Explode on Landing.

YOUNG men who piloted bombing machines over enemy territory during the war and their assistants who released the bombs by pulling a lever may file objections to the proposition, but take it from Morris M. Titterington, research engineer, their occupation is gone in case there should be another war. The bombing aeroplane is to be so perfected that it will travel hundreds of miles without human freight, descend upon an objective, and by means of a charge of bombs blow said objective off the map.

Briefly stated the plan is—in case of warfare—to pick out a certain enemy stronghold and mark it for destruction. Then an aeroplane, equipped with mechanical guiding devices is to be loaded up with a ton or more of powerful explosive and turned loose in the air. It is calculated that this mechanical bird of destruction, irrespective of radio control, will, on a time clock schedule, reach the selected spot at a selected time, crash down, explode its charge, annihilate everything in the vicinity and be itself annihilated, for the complete destruction of the instrument is part of the plan.

Mr. Titterington, in explaining the device to the Aeronautical Congress in Atlantic City last week, said nothing about the possibility of the machine dropping down without exploding within the enemy lines and thus furnishing the enemy with information which would enable him to build a similar machine and retaliate. It is probable that if the plan ever comes into operation a device will be perfected which will blow up the whole works if the explosive aeroplane should fall short of or go beyond the spot at which it is aimed.

The idea means that, by means of stabilizing and steering devices, an aeroplane, lacking human guidance, may be aimed with the same degree of accuracy that marked the aiming of the shells which, from a distance of more than sixty miles, fell into the heart of Paris during a period of several months last summer. The shells had but slight effect, either as destructive of property, life or morale, because they could not carry enough explosive material to inflict great damage; but a great aeroplane, with almost illimitable travelling radius as related to warfare and carrying confined energy of power sufficient to level, for instance, the Woolworth Building, would empty a city the size of Berlin in forty-eight hours. The long-distance shells drove 1,000,000 people out of Paris in three weeks.

The proposed mechanically guided aeroplane would be equipped with two stabilizers or gyroscopes, one to keep it on an even keel, so to speak, the other to keep it from deviating from a fixed direction ahead. If the idea could be carried out on water it would be possible to head a steamship from Ambrose Channel Light to the Lizard clear across the Atlantic without a deviation from the course and without a roll of the ship—and perhaps some day this may be done, but a ship on the water is different from a ship in the air in that it is not equipped with ailerons, the flexible ends of the airship planes which are operated by the pilot under the present system, but may be mechanically operated under the proposed stabilized control.

We have our two stabilizers on the future bombing plane which is to be aimed, with its destructive cargo, as much as a shell is aimed from a gun—with allowances for weather conditions, such as windage and drift and temperature. Connected with the stabilizers, by electrical devices, the nature of which are necessarily kept secret, are three what are called "servo motors," one for each control.

By "control" is meant the aileron manipulation which is designed to keep an aeroplane on an even keel—keep the planes horizontal, except when, in turning, they should tilt to the right or the left and the rudder manipulation which keeps the aeroplane headed into the direction selected by the pilot. One servo motor, in a machine equipped for mechanical bombing, would be connected with the ailerons on the right, another with the ailerons on the left and the third with the rudder. Here is how Mr. Titterington describes the method of automatic control, his description being based on actual experiments, in the course of which a pilot was in the plane:

"We will assume that an air disturbance tends to make the plane tilt laterally; that is, to make one wing drop. The plane moves only about one-tenth of a degree before a contact is made in the horizontal gyro unit. This contact starts the servo motor, which in turn moves the ailerons to counteract the force of the disturbance. This contact is controlled in such a manner that if the plane tilts a certain amount the control surfaces will be moved through a corresponding angle. If the plane tilts twice the original amount the control surface will be moved through twice the angle. Thus the movements of the control surfaces are proportional to the deviation of the plane from its proper position.

"If the plane deviates a small amount, the control surface moves a small amount, and if the plane tilts a greater amount, the movement of the control surfaces is correspondingly greater. The angle of the control surfaces decreases as the plane is brought back to its correct position so that when it reaches its correct position, the control is in neutral. This action makes the movement of the controls very smooth and prevents them from moving more than the proper amount.

"The directional gyro, is, as stated before, for the purpose of detecting any tendency of the plane to turn off its course. It consists of a small gyroscope similar to those used in submarine torpedoes. This gyroscope carries contacts which operate the rudder servo motor upon the slightest turning movement of the plane. The plane, therefore, must stay headed in one direction until the pilot desires to turn.

"When the pilot desires to change his course he operates a switch which disconnects the directional gyro, and after he has changed his course by operating the rudder in the usual manner he closes the switch, which again puts the directional control into operation. The plane will then continue on the new heading as long as the pilot desires. The horizontal gyroscope and its motors are controlled by a similar switch. If the pilot desires to climb or descend or bank his plane for a turn he merely opens the switch momentarily and sets his plane on the proper bank and at the proper angle for climbing or descending. He then closes the switch and the plane will continue to fly in the position it was at the instant the switch was closed."

The aerial torpedo—if it becomes necessary to use one—will automatically perform the functions of the pilot as they are set forth in Mr. Titterington's explanation. He did not say anything about the possibility of enemy aeroplanes, guided by human hands, lying in wait in the azure for one of those mechanical air torpedoes to come along setting off its explosives in the air with machine guns, but inasmuch as the mechanical aeroplane is independent of the co-operation of light or wind it would probably require quite a sky police force to guard against it.